

5

A City of Strong Neighborhoods

Every neighborhood in Waverly should provide a positive living environment for its citizens.

Waverly's residential areas are among its most important resources. The city's single largest capital investment is its housing stock. Also, many residents generally measure their satisfaction with their community by the quality of their neighborhoods. Many families working in metropolitan areas are drawn to communities such as Waverly by their small town environment, safe streets, parks, and schools. While previous chapters of the Waverly Plan have looked at regional and city-wide issues, this chapter addresses neighborhood planning. As Waverly grows, neighborhood planning will play a more important role. The community must recognize the special qualities of each neighborhood, understanding that the whole city is only as healthy as each of its parts. The city must be committed to those development and policy decisions which promote quality neighborhoods that increase the value and quality of life of the community.

Waverly's neighborhoods represent at least three distinct living areas, which are identified here as Neighborhood Districts. Each area is relatively homogeneous in relation to physical characteristics such as age, density, and type of housing. The most varied housing characteristics can be found along the edges of older neighborhoods, abutting Downtown Waverly, or the US 6 commercial and industrial corridor.

Established in 1870 along a major extension of the Burlington and Missouri Railroad (predecessor to the Burlington Northern), Waverly was both started and divided by the railroad. The village center was established north of the railroad, at the base of the grain elevators which continue as important features in the economic and social life of the community. The development of the cross-country Highway 6 parallel to and south of the railroad, encouraged the present pattern of development on both sides of the major transportation corridor. Residential development north of the railroad extended to the west from Downtown. The Salt Creek floodplain was an effective north barrier to northward growth. South of US 6, residential development extended

from 141st Street to the east along Heywood and Jamestown Streets.

Following World War II, several new residential developments extended the community south along 143rd Street. Ash Hollow Ditch's floodplain formed an obstacle to westward housing development. Channelization improvements to the ditch in the 1970s abated the threat of flooding in this area.

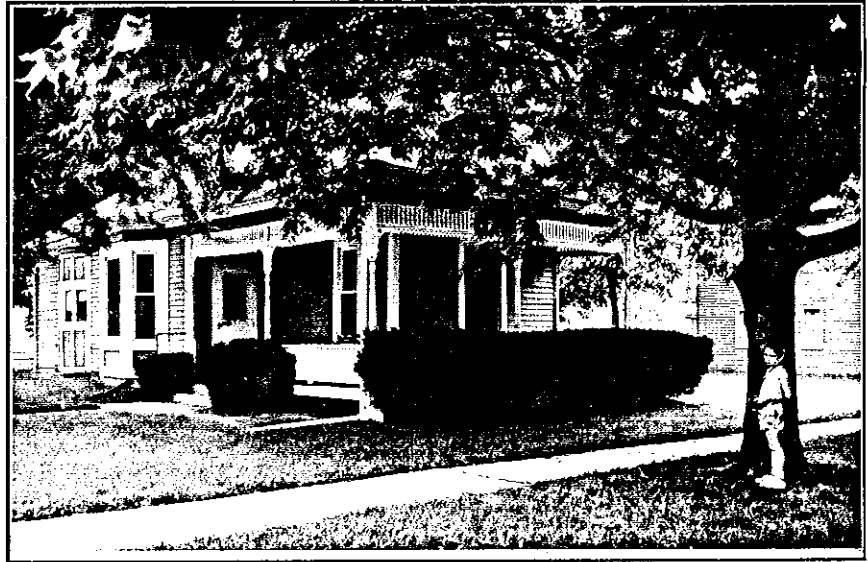
Two major capital improvement projects shaped development in North Waverly during the 1980s. In 1981, the City completed channelization improvements of Ash Hollow Ditch north of the railroad. Also in the 1980s, the State of Nebraska completed construction of the 134th Street viaduct over the railroad and US 6. Both of these projects created changes that removed many sites west of Downtown from the threat of flooding. Corresponding shifts in the uses of land and the pattern of residential investment followed. The viaduct provided a secondary crossing of the railroad/highway corridor, but it also established a barrier to the neighborhoods west of Downtown. Thus, more recent growth was diverted to the north.

The Ash Hollow Ditch floodplain and easier access from US 6 directed much of Waverly's residential development to the south of the railroad. As a result, the traditional Downtown became somewhat isolated from new development. The Buena Vista Additions of the 1960s and 1970s, the Melrose Additions of the 1970s and the Larson Acres development of the 1970s increased the City's population substantially, and set the pace for the rapid growth of South Waverly.

In recent years, new housing developments such as the Coventry Place and North Meadows Additions have again balanced the trends of construction in the community. These developments are smaller than the post-war projects of South Waverly, and are limited by features (such as the viaduct and the roads facility) that restrict large-scale expansion. Waverly has used its most readily developable sites. Future development will need cross section-line roads. In the next century must reach across 148th Street, Amberly Road, and Oldfield Road to develop new sites for housing.

Waverly's existing neighborhoods, streets and urban form are the building blocks for the city's future growth and

development. This chapter examines neighborhood conditions, including housing, streets, sidewalks, neighborhood public facilities, and private amenities. This study leads recommendations for neighborhood improvements and policies which will assure the continuing vitality of each part of the City. This in turn establishes a foundation for the successful integration of new housing areas into the fabric of the community.



■ Goals

The basic goals which neighborhood policy for Waverly should address are presented here. These goals assume that Waverly's neighborhoods have special qualities that demand individualized actions. In achieving the overall status as city of strong neighborhoods, the community should strive to:

■ Assure that each neighborhood in Waverly achieves a state of wholeness.

The success of a community depends upon the ability of its neighborhoods to achieve a state of health that provides a good living environment. A neighborhood's public facilities and services must be available to all sections of the community. In addition, each neighborhood should have access to retail services and other private amenities. Neighborhood policies and strategies must address both public and private sector service issues for the city to provide complete living environments.

■ Build an environment which allows people from all parts of the city to participate in its growth and development.

Planning and city improvement is as much about people participating in decision making as it is about physical improvements. Neighborhoods that are strong usually have a nucleus of residents who understand the importance of citizen participation in making communities work.

■ Assure that each neighborhood provides a good residential environment for its residents.

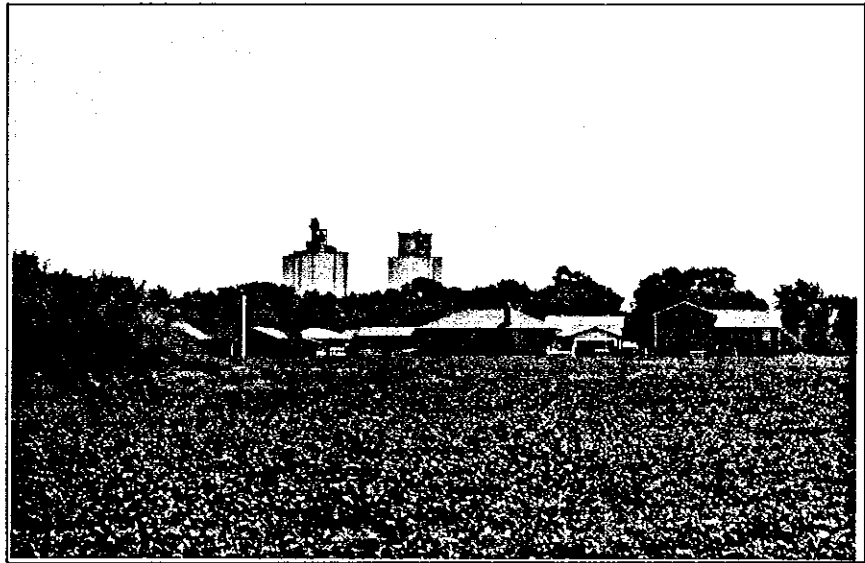
A good residential neighborhood provides high quality schools, churches, day care facilities, parks, and cultural facilities to support the city's living environment. One of the most fundamental services a city can provide is to protect housing areas from major intrusions and hazards. Deteriorated streets, traffic problems, poor property maintenance, poor pedestrian circulation, and code violations diminish the living quality that neighborhoods offer. Thus, neighborhood policies must accentuate the positive aspects of a neighborhood, and seek to reduce negative or deteriorating influences.

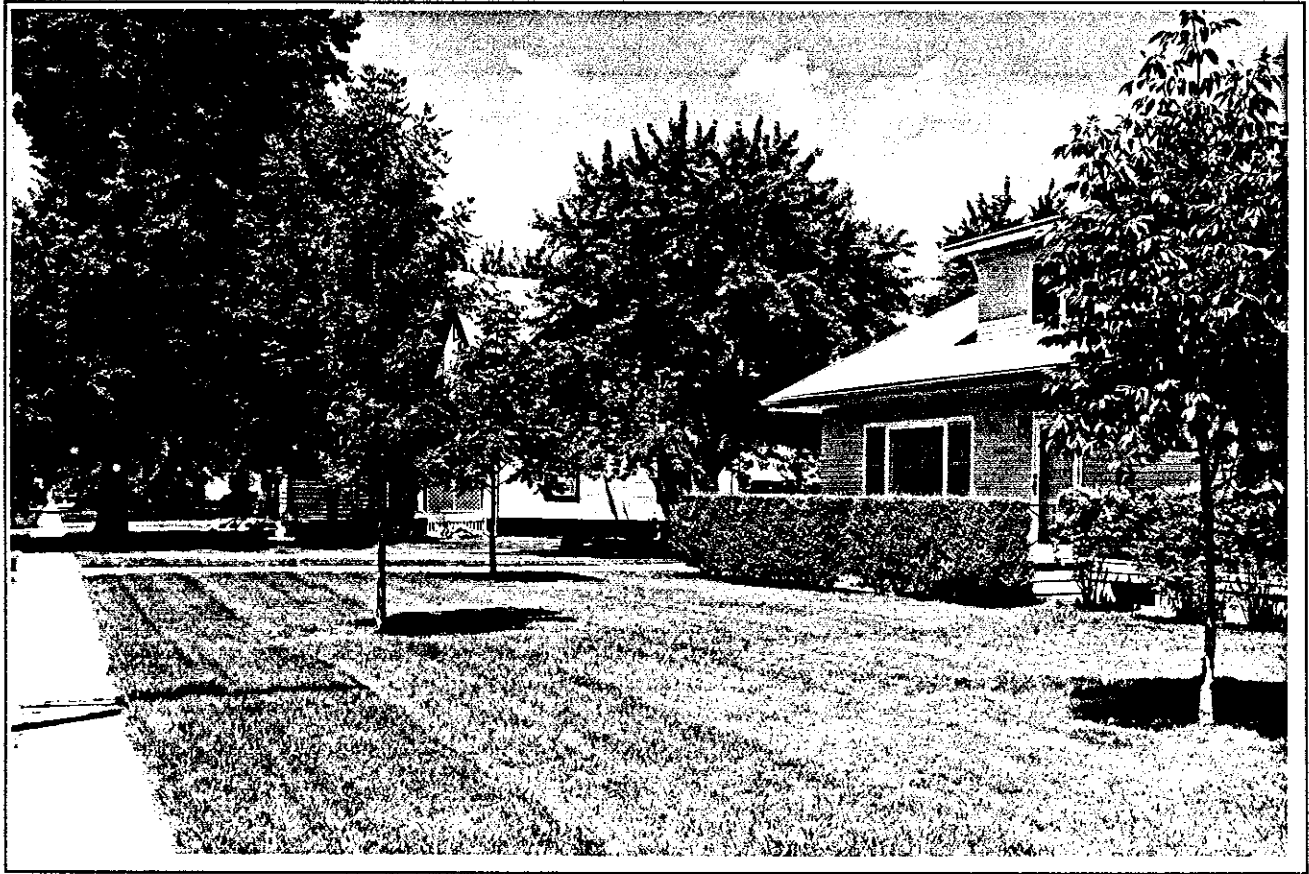
■ **Goals**

- **Assure that residential growth and development reinforces the strengths and character of the existing neighborhoods.**

Waverly is a city that is expecting and promoting additional residential growth and development. Quality growth must extend in harmony with the existing city, uniting new areas with established neighborhoods. The streets, schools, parks, community services and facilities in such areas should follow the standards of the City of Waverly. The visual design of such areas should reflect the best traditions of the community, and contribute to the Waverly's sense of place and community character.

- *View toward new houses in North Waverly.*





■ Facts and Analysis

This section examines the condition of individual parts of Waverly and provides the basis for the development of neighborhood conservation and improvement policies. This analysis uses the tool of neighborhood planning districts to understand the city and its dynamics in a more detailed way.

Neighborhood Planning Districts: A Rationale

Each of Waverly's housing additions has its own history. Over time, these areas evolved into neighborhoods, each with a unique identity and special needs, problems and solutions. For this reason, the Waverly Plan establishes three neighborhood planning districts that organize this chapter. These districts help explain the city's housing market and the conditions of neighborhoods. They also aid in the development of strategies and planning principles which are tailored to the needs of each area.

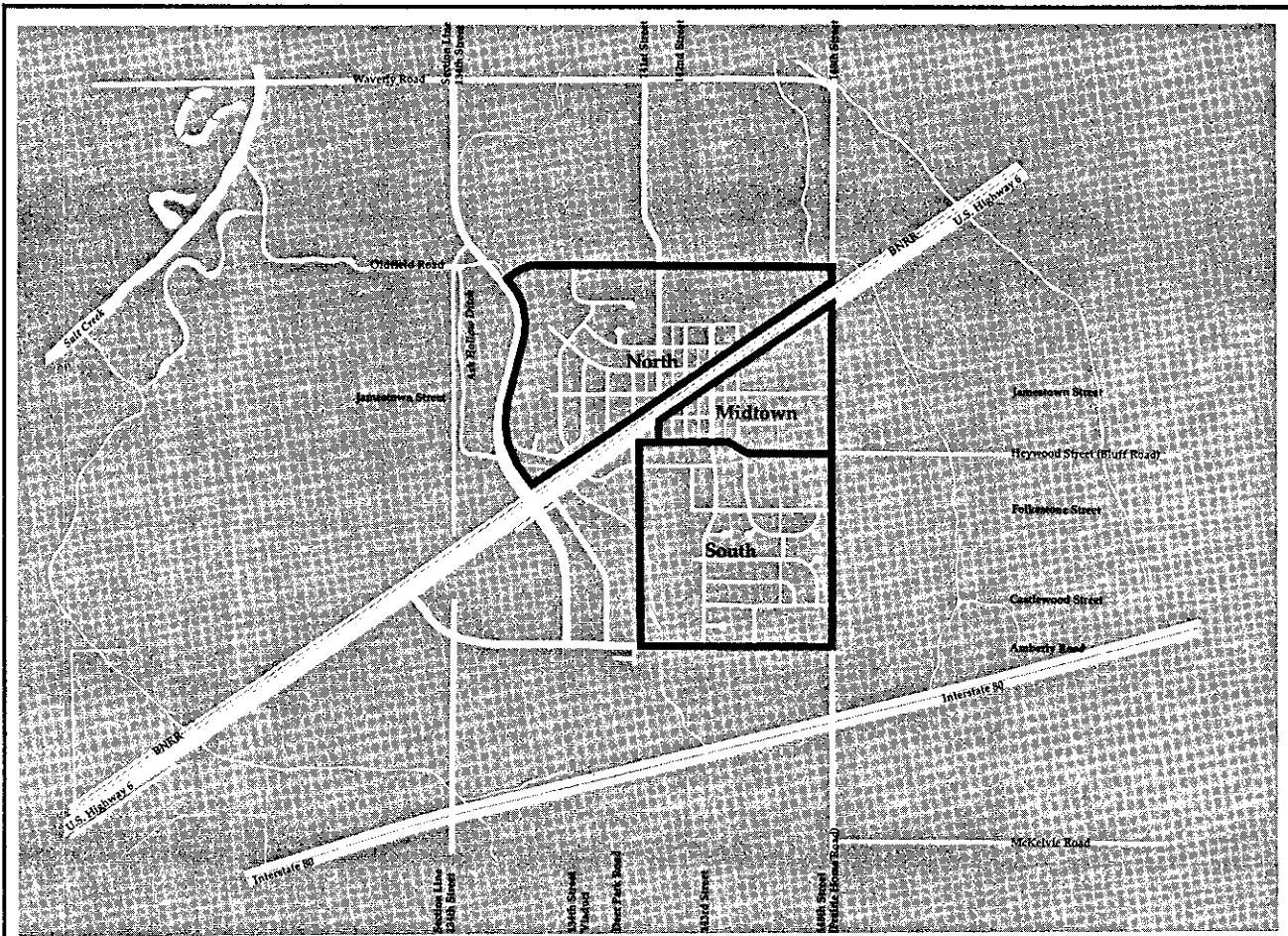
A good city is a network of healthy parts. Therefore, neighborhood planning districts must not be viewed as self-contained or independent. Neighborhood boundaries are extremely fluid as people travel and conduct daily business throughout the community. Still, neighborhood analysis can assist the community and its residents in identifying issues and opportunities, and creating responses and solutions.

■ The Definition of Districts

Neighborhood districts are often defined by features which create edges to housing areas, such as the highway / Burlington Northern Railroad corridor which isolates the north part of town. In other areas, major community features such as Wayne Park, or Heywood Street, and Rose Hill Cemetery and Waverly High School form neighborhood boundaries. Neighborhood boundaries are permeable, and can be unifiers as well as edges.

In addition, more subtle factors also help to define planning districts. These include such characteristics as age of housing, housing types and densities, neighborhood concerns, and accessibility of services. In all cases, boundaries were established to help organize and propose public policy. It is important that the districts be understood as community organizers and not community dividers.

Neighborhood Planning Districts



■ Facts and Analysis

The three Waverly planning districts, their approximate boundaries, and general characteristics are as follows:

■ **North Waverly:** This is one of the city's most diverse and geographically isolated areas. The neighborhood, located west of Downtown, contains a mix of modest pre-war housing, post-war residences and some recent housing built in the 1990s. More than 37% of the districts housing is new, built after 1980. Boundaries are the North 134th Street viaduct on the west, the Salt Creek floodway on the north, 143rd Street on the east, and the major transportation services corridor along the railroad and highway on the south.

■ **Midtown Waverly:** This is one of the city's smallest and oldest residential areas, containing much of the original plat of the city and many of its original housing areas. More than one-half of the housing stock in this area was built before World War I. Housing rehabilitation needs are most evident in the south and west portions of the neighborhood. Some in-fill housing development and re-development has occurred on lots throughout the area. The east part of the district contains Larson Acres, a relatively recent subdivision abutting Rose Hill Cemetery. Boundaries are the East Cornhusker Highway corridor on the north and west, 148th Street (Prairie Home Road), and Heywood Street on the south.

■ **South Waverly:** This district is almost entirely comprised of post-war and contemporary housing. A substantial amount of vacant land borders the area on the east and south, within the growth directions of the city. The south and east boundaries of the district are agricultural lands which may be converted to residential development. The neighborhood is flanked by Wayne Park on the west and Rose Hill Cemetery on the north. The area contains the Waverly High School, and its associated recreational facilities, as well as Hamlow Elementary School, the City's newest public school. Boundaries are Wayne Park on the west, Heywood Street on the north, and 148th Street on the east.

Housing Characteristics of Waverly Neighborhoods

This discussion will examine major characteristics of Waverly's housing stock, focusing on two critical issues. Chapter One, "A Share of Regional Growth" discussed regional

■ **Facts and
Analysis**

development issues related to housing, including comparative housing values and sales and construction activity in Waverly. These topics were discussed in order to understand trends in the market and comparisons of various nearby communities.

This section of the Waverly Plan considers the overall condition of housing in the community. Housing condition is related to the age of housing in each neighborhood and the level of rehabilitation and repair that has been evident. Newer areas of the City generally have fewer rehabilitation needs, although in Waverly, each neighborhood district includes some older housing.

**Housing Condition in
Waverly Neighborhoods**

Table 6-1 summarizes the results of a city-wide housing condition survey, conducted as part of this plan during late 1992. The survey includes 579 single family units, and 39 multi-family units. The Bethesda Care Center, a nursing home in North Waverly is in excellent condition, but not included in these figures.

The survey indicates that Waverly has a very good overall housing supply. About 10.9% of the city's housing stock exhibits a need for substantial rehabilitation. The largest part of Waverly's housing stock requires no attention, or minor maintenance items. Computation of overall rehabilitation needs assumes that houses in "poor" condition will eventually drop out of the housing supply through demolition; houses in "fair" condition require substantial rehabilitation, estimated at \$10,000 to \$15,000 per unit; houses in "good" condition require minor repair, estimated on the average to incur a cost of \$2,000 per unit; and units in "excellent to good condition" require no further investment beyond routine maintenance. Based on this computation, the capital value of all rehabilitation needs of the community ranges from \$804,000 to \$1.1 million.

The largest part of Waverly's housing stock was built following World War II. Of the 14.7% of housing stock that is more than 50 years old, 54.1% is in fair or poor condition, requiring substantial rehabilitation. These units are located primarily in two older neighborhoods with a concentration of pre-war housing. These two neighborhoods comprise

■ Facts and Analysis

87.1% of the pre-war housing stock. Midtown Waverly alone contains 46 such units, or 54.1% of all pre-war housing in need of substantial rehabilitation. North Waverly contains 28 such units, or nearly 32.9% of such units in the city.

Waverly has added approximately 494 new single family units since World War II, representing more than 85.3% of its current housing stock. Less than 1% of the city's post-war housing stock requires substantial rehabilitation.

Other types of housing display various trends. Nearly all duplex and four-unit buildings are in good to excellent condition, as are nearly all larger, apartment structures. The few apartment units that exist are in North and Midtown areas.

Waverly does not have any mobile home parks within the community or its jurisdiction. Mobile home park design standards can become a major housing concern if demand for such housing increases within the community. Failure to address these issues may result in substandard site development, and resulting deterioration of neighborhood quality and housing standards.

■ Summary

A city-wide and regional consideration of Waverly's housing characteristics indicates that:

- Multi-family development is most common in the North and Midtown areas, but absent in South Waverly. Multi-family housing construction will be possible and desirable as part of new developments to the East and South of the City.
- About 10.9% of Waverly's single family supply of housing is in fair or poor condition. These problems are concentrated in the city's pre-World War II housing stock, and exist mainly in portions of North and Midtown Waverly.



TABLE 5-1: Housing Conditions: City of Waverly, 1993

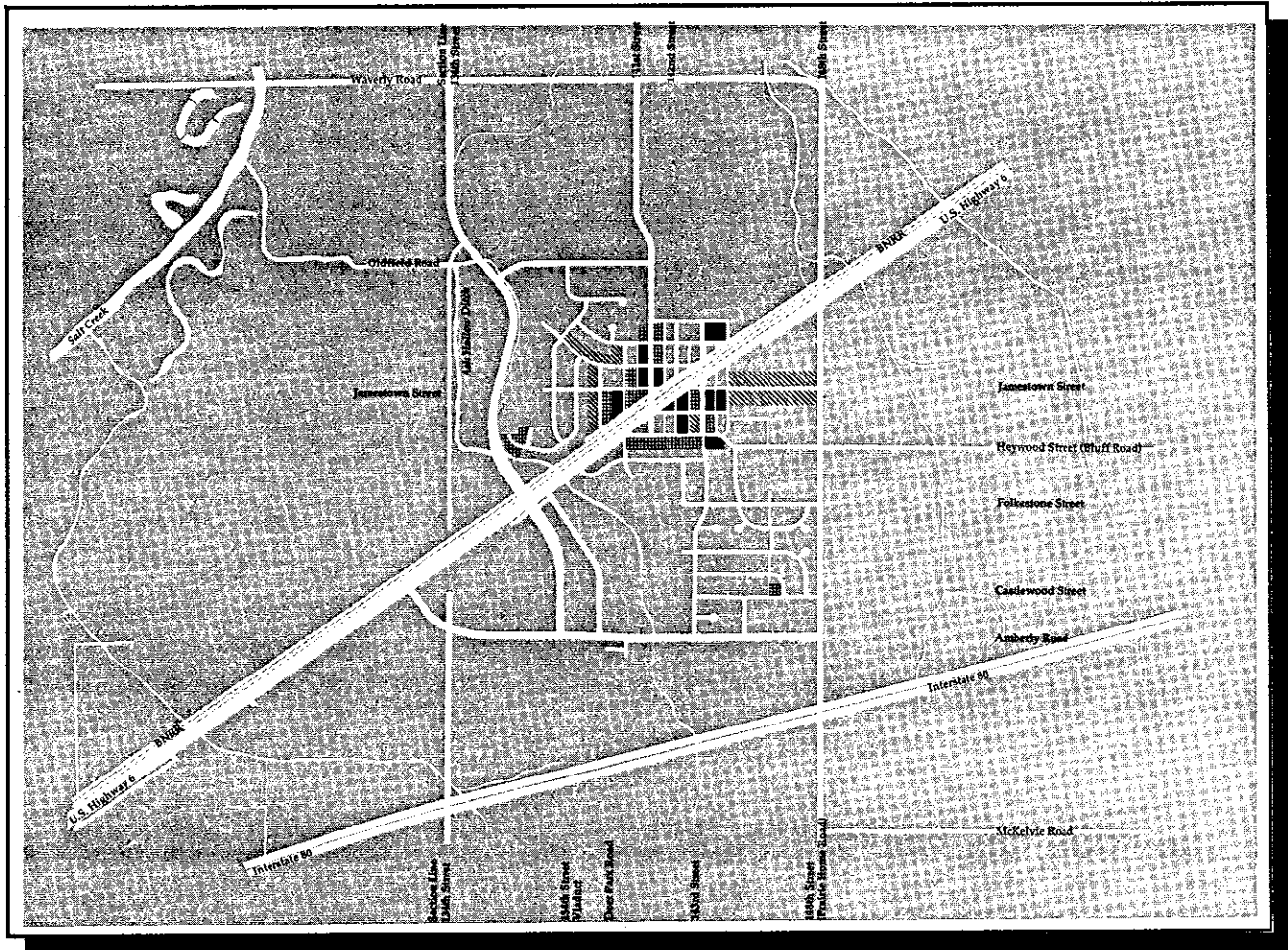
Single-Family

| Condition Rating | Pre-War | % | Post-War | % | Post 1980 | % | Total | % |
|------------------|-----------|--------------|------------|--------------|-----------|--------------|------------|--------------|
| Poor | 7 | 8.2 | 1 | 0.2 | 0 | 0.0 | 8 | 1.4 |
| Fair | 39 | 45.9 | 1 | 2.7 | 5 | 6.2 | 55 | 9.5 |
| Good | 32 | 37.6 | 79 | 19.1 | 16 | 19.8 | 127 | 21.9 |
| Excellent | 7 | 8.2 | 322 | 78.0 | 60 | 74.0 | 389 | 67.2 |
| Total | 85 | 100.0 | 413 | 100.0 | 81 | 100.0 | 579 | 100.0 |

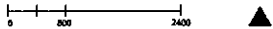
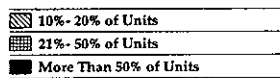
Other Residential

| Condition Rating | 2-4 Family | % | Apartment Units | % | Mobile Home Units | Mobile Home Parks | Housing Authority |
|------------------|------------|--------------|-----------------|--------------|-------------------|-------------------|-------------------|
| Poor | 0 | 0.0 | 0 | 0.0 | 1 | 0 | 0 |
| Fair | 0 | 0.0 | 0 | 0.0 | 1 | 0 | 0 |
| Good | 0 | 0.0 | 8 | 20.5 | 0 | 0 | 0 |
| Excellent | 10 | 100.0 | 31 | 79.5 | 0 | 0 | 0 |
| Total | 10 | 100.0 | 39 | 100.0 | 2 | 0 | 0 |

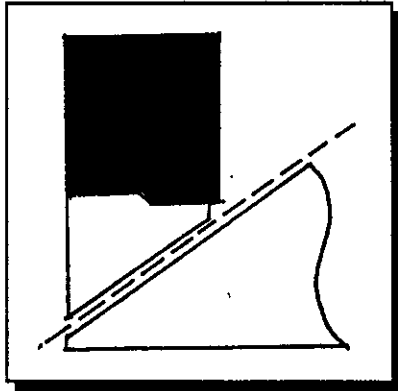
Residential Rehabilitation Needs



**Residential Blockfaces
with Rehabilitation
Needs**



■ North Waverly



■ General Description

The North Waverly District is one of the city's most diverse and geographically isolated areas. Separated from the larger community by East Cornhusker Highway and the Burlington Northern Railroad, this north portion of the city is situated between the floodplain of Salt Creek and the industrial and commercial highway corridor. The neighborhood district contains about 37 percent of its single-family housing. In addition, the district contains the City's only two mobile home units. The area is defined by major facilities and landmarks, including Jaycee Park, the small Sharp Park playground, the Bethesda Care Center, the Lancaster County District Road Engineer's Facility, the City of Waverly Street Maintenance Facility, the Co-op elevator, and Downtown Waverly.

■ Housing Characteristics and Conditions

The area's housing is split between pre-war, post-war and contemporary housing units, with nearly 87% of units built in the post-war period. A survey of housing condition found that 86% of all units are in good or excellent condition. A number of smaller and older units are showing signs of deterioration, especially along portions of 141st Street, 143rd Street, and 139th Street abutting the railroad corridor.

The neighborhood contains the only two mobile home units, in the city, both in fair to poor condition and located along Woodstock Boulevard northeast of Downtown. This area contains several zoning and land use conflicts, and has unimproved roadways leading east to 148th Street. These conditions are contributing to a substandard environment east of Downtown.

The neighborhood contains a number of site problems, the most important being the degraded Woodstock corridor, and the presence of the truck-dependent road maintenance operations run by the County and City abutting single-family housing areas. These maintenance operations were established before adjacent residential development, but now conflict with neighborhood land uses. During the next decade, the City's industrial and airport development plans will create an opportunity to relocate the County operation to a better accessible site about one quarter mile to the west.

■ **North
Waverly**

The potential for residential expansion within the North Waverly district is limited by the floodplain of Salt Creek on the far north, and by the 134th Street Viaduct/Ash Hollow Ditch corridor to the west. The most favorable directions for residential growth are to the immediate north toward the County roads site and beyond, as well as to the east of 141st Street surrounding Jaycee Park.

■ **Street and Sidewalk Conditions**

Streets in North Waverly are generally in good condition. Streets with evident repair needs include Lancashire between 137th and 141st Streets; 137th Street between Jamestown and Lancashire Streets; and 138th and 139th Streets, between Jamestown and Kenilworth Streets. The internal roadways within newer housing areas are in excellent condition, although lack of through street connections to the west is a serious problem to the neighborhood.

Sidewalks exist throughout the most of the district and are in generally good condition. Sidewalk links are missing in areas north and east of Downtown Waverly, along Mansfield Street and Woodstock Boulevard. Sidewalk segment needing repair include the west side of 139th Street, and the east side of 140th Street between Kenilworth and Lancashire.

■ **Parks and Public Facilities**

The neighborhood has good access to Downtown Waverly and its civic core via Kenilworth, Jamestown and Lancashire Streets.

Jaycees Park, with its softball diamonds and playground is located within the North neighborhood. Sharp Park is also nearby, located north of the railroad. These two parks provide good park service for the neighborhood despite its relative isolation from other recreation facilities and activity centers in the community.

■ North
Waverly

■ Neighborhood Issues and Trends

Investment in residential development in North Waverly has been steady throughout the post-war period and into the 1980s. Recent development has occurred almost exclusively in the area west of 140th Street. Other new construction depends on providing street and utility extensions to the few remaining infill sites between the existing neighborhood and the 134th Street viaduct. Rehabilitation or replacement of units in poor or fair condition is a significant issue in the area east of 140th Street, with its concentration of older units.

Housing the North Waverly neighborhood is concentrated west of 141st Street and the Downtown area. The areas east of 141st Street and Downtown primarily contain industrial and office and business uses.

The North Waverly district is almost exclusively single-family residential. The district contains a residential nursing facility on 137th Street. With its accessibility to Downtown, shopping, and recreation facilities at Jaycees Park, North Waverly would be a desirable location for future multi-family units. These multi-family developments can be included in new projects, or constructed as part of a conservation/replacement program for older, substandards units.

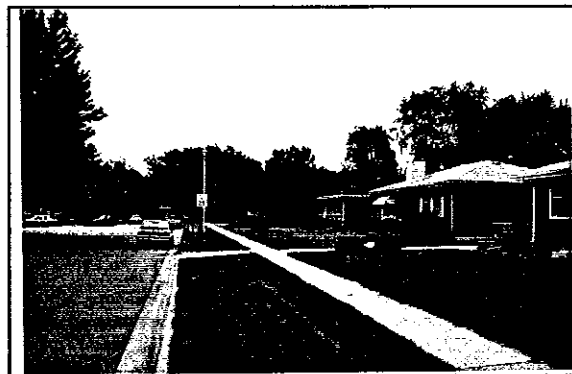


TABLE 5-2: Housing Conditions: North Waverly, 1993

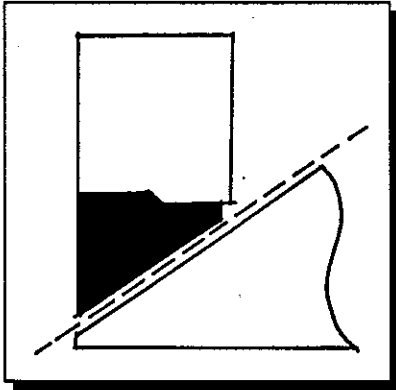
Single-Family

| Condition Rating | Pre-War | % | Post-War | % | Post 1980 | % | Total | % |
|------------------|-----------|--------------|------------|--------------|-----------|--------------|------------|--------------------------|
| Poor | 2 | 7.1 | 1 | 0.9 | 0 | 0.0 | 3 | 1.4 |
| Fair | 17 | 60.7 | 6 | 5.7 | 5 | 6.3 | 28 | 13.1 |
| Good | 7 | 25.0 | 40 | 37.7 | 16 | 20.0 | 63 | 29.4 |
| Excellent | 2 | 7.1 | 59 | 55.7 | 59 | 73.7 | 120 | 56.1 |
| Total | 28 | 100.0 | 106 | 100.0 | 80 | 100.0 | 214 | 100.0 |
| | | | | | | | | 37% of city total |

Other Residential

| Condition Rating | 2-4 Family | % | Apartment Units | % | Mobile Home Units | % |
|------------------|------------|--------------------------|-----------------|----------------------------|-------------------|---------------------------|
| Poor | 0 | 0.0 | 0 | 0.0 | 1 | 50.0 |
| Fair | 0 | 0.0 | 0 | 0.0 | 1 | 50.0 |
| Good | 0 | 0.0 | 8 | 24.2 | 0 | 0.0 |
| Excellent | 2 | 100.0 | 25 | 75.8 | 0 | 0.0 |
| Total | 2 | 100.0 | 33 | 100.0 | 2 | 100.0 |
| | | 20% of city total | | 84.6% of city total | | 100% of city total |

■ Midtown Waverly



■ General Description

Midtown Waverly extends south and east of the downtown core toward US 6 on the north and Heywood Street on the south. This district accounts for 15% of all single-family housing units. Unlike the suburban character of the developments on the north and south sides of the city, Midtown Waverly is organized upon the original grid of the early town. The residents in the district are close to many community amenities; however, the highway is a significant barrier in the neighborhood. The district is defined by its adjacency to the highway, with its major commercial facilities. Industrial and manufacturing uses border the district on the east up to 148th Street (Prairie Home Road). Major community institutions in Midtown include Rose Hill Cemetery, the Lincoln Telephone Utility Building, the Fire Station, and the nearby high school/junior high complex.

■ Housing Characteristics and Conditions

The Midtown neighborhood is one of Waverly's oldest, with over 52% of all housing units built before World War II. The district contains the largest number of multi-family housing units in the city, comprising slightly more than 40% of all units.

Many of the older houses in the neighborhood need rehabilitation. Of the 46 housing units built before World World II, nearly one-half are in fair or poor condition. Overall, more than 24% of the district's housing stock is in fair or poor condition, indicating an important need for residential rehabilitation.

Midtown is the only neighborhood in the city to have experienced some new in-fill multi-family development activity. These projects include the adaptive reuse of a former school on the northeast corner of 141st Street and Heywood Street and a new condominium project along 144th Street north of Heywood Street. Only one house has been constructed within this district since 1980.

■ Street and Sidewalk Conditions

Streets in the platted grid of the neighborhood are entirely paved and in good to fair condition. This is the result of a recent paving initiative by the City of Waverly, including

■ **Midtown
Waverly**

new concrete pavement and sidewalks where several streets had been gravel. Only a few remaining streets are in need of repair, including: 144th Street, between Heywood and East Cornhusker Highway, East Jamestown Street, and 142nd Street between Heywood and Ivanhoe.

Sidewalks are present throughout most of the district. Missing links in the sidewalk system occur along Heywood east of 146th Street and along 144th Street between Jamestown and US 6. Several sidewalk segments along Jamestown Street in need of repair.

■ **Parks and Public Facilities**

Midtown Waverly has excellent access to the city's commercial services. The neighborhood is bounded on the south by the Waverly High School and Junior High, and Wayne Park. Major public facilities located in this district include the Waverly Volunteer Fire Station and Rose Hill Cemetery.

Although the neighborhood lacks a designated neighborhood park, the city's largest community park, Wayne Park, is located immediately to the south of the district. This park contains the city swimming pool, ballfields, and tennis courts. While Wayne Park is not centrally located to the residents of the Midtown neighborhood, it is fully accessible via sidewalks along Heywood, 143rd Street, 140th and 142nd Streets. The recreational facilities of the nearby High School provide public open space for the neighborhood as well.

■ **Neighborhood Issues and Trends**

Amenities such as the convenience to commercial businesses, accessibility to US 6, and the proximity of the area to Waverly High School contribute to the desirability of the neighborhood. These factors also apply to farmland east of 148th Street, a logical site for future housing development. Significant issues for Midtown Waverly include the maintenance and rehabilitation of older housing, streets and sidewalks, especially in the western portions of the district. In addition, the traffic congestion and turning movements associated with traffic along 141st Street will be a continued concern.

One of the special characteristics of this district is the preponderance of large older homes on large city lots along

■ Midtown
Waverly

Jamestown Street east of 144th Street. The city should support efforts to improve and renovate these structures. In the future, pressure may exist to subdivide some of these lots to construct additional in-fill homes, or to replace some modest structures with new larger homes. When these pressures arise, the City of Waverly should conserve those features most worthy of protection, including generous and deep sidewalk setbacks, mature street trees, and deep building setbacks-- all of which make this part of Jamestown a classic traditional "boulevard." New development should be required to follow and reinforce these patterns.

Midtown is one of two city districts lacking a well-located neighborhood park. A neighborhood park should be developed in conjunction with new residential growth east of 148th Street, preferably located along 148th Street for maximum accessibility and visibility.



TABLE 5-3: Housing Conditions: Midtown Waverly, 1993

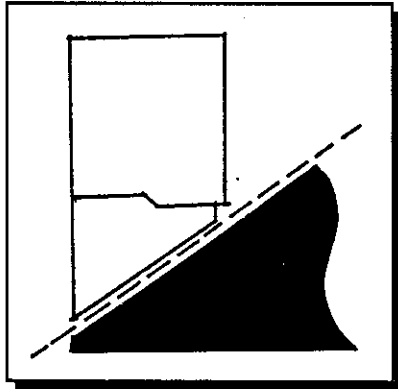
Single-Family

| Condition Rating | Pre-War | % | Post-War | % | Post 1980 | % | Total | % |
|------------------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|--|
| Poor | 4 | 8.7 | 0 | 0.0 | 0 | 0.0 | 4 | 4.5 |
| Fair | 17 | 36.9 | 0 | 0.0 | 0 | 0.0 | 17 | 19.3 |
| Good | 20 | 43.5 | 11 | 26.2 | 0 | 0.0 | 31 | 35.2 |
| Excellent | 5 | 10.9 | 31 | 73.8 | 1 | 100.0 | 37 | 42.0 |
| Total | 46 | 100.0 | 42 | 100.0 | 1 | 100.0 | 89 | 100.0 15.4% of city total |

Other Residential

| Condition Rating | 2-4 Family | % | Apartment Units | % |
|------------------|------------|--|-----------------|--|
| Poor | 0 | 0.0 | 0 | 0.0 |
| Fair | 0 | 0.0 | 0 | 0.0 |
| Good | 0 | 0.0 | 0 | 0.0 |
| Excellent | 4 | 100.0 | 6 | 100.0 |
| Total | 4 | 100.0 40% of city total | 6 | 100.0 42% of city total |

■ South Waverly



■ General Description

The South Waverly district is the strongest market-driven residential development area in the city. The district contains the high school/junior high school complex (and the community stadium), and the Hamlow Elementary School. In addition, South Waverly contains the city's largest park, Wayne Park, with its major recreation facilities. South Waverly is home to First United Methodist and Peace Lutheran Churches.

■ Housing Characteristics and Conditions

South Waverly boasts a relatively recent housing stock, with than 84% of its units built since World War II (or over 265 units). However, since 1980, new housing construction has been concentrated in North Waverly. The district contains nearly 48% of all single-family units in the city. More than 96% of those units are in good to excellent condition.

The district contains four 2-4 unit dwellings, but otherwise has no multi-family housing. Although the neighborhood is bordered by such amenities as schools and recreation facilities, and is close to shopping and employment centers, South Waverly has fewer multi-family units than any other district in the city.

■ Streets and Sidewalk Conditions

Streets in the South district are relatively recent in construction, and yet many street segments are in need of repair. Segments needing repair include 142nd, 143rd, Guilford and Danvers Streets, as well as Castlewood Street east of 145th Street.

Sidewalks exist throughout most of the district and are generally in excellent condition. A few sidewalks along 143rd and 147th Streets, and along Oak Lane are showing signs of deterioration. There are many instances of cracking and separation near sidewalk curb ramps in this district. Sidewalk connections extend from the neighborhood to the elementary and high school/junior high complex. The South neighborhood contains a good network of mid-block sidewalk connections, linking important community activity centers. This feature improves pedestrian accessibility throughout this part of the city.

■ **South
Waverly**

■ **Parks and Public Facilities**

The neighborhood has good access to Waverly's highway commercial corridor along US 6 via 143rd Street and Heywood Street. In contrast, South Waverly is relatively distant from Downtown Waverly and its civic core and services.

The neighborhood contains Wayne Park, a 40-acre community park established along Ash Hollow Ditch. The park is located on the west edge of the neighborhood, one block west of 143rd Street along Folkestone Street. Wayne Park is the city's showcase recreation facility, and contains the municipal pool and many ballfields and active play areas.

An athletic field with a running track and a gymnasium are located at the high school/junior high campus. The district is also served by playfields and a playground located at the Hamlow Elementary School at 145th and Castlewood Streets.

■ **Neighborhood Issues and Trends**

The South Waverly neighborhood will be experience significant pressures for annexation and new subdivision development. The area is well-located to provide the city with land for needed housing development for the future. Multi-family housing, now absent from the neighborhood, will seek appropriate locations to expand into South Waverly, since its location is convenient to employment centers and shopping, recreation and schools.

Residential development south of Amberly Road can be served with incremental utility extensions. I-80 limits growth to the south. While residential development could be possible south of I-80, the costs of utility extensions would be prohibitive. In addition, development in this direction would be isolated from the rest of the community, destroying its compact form.

Street extensions and additional parkland are also important issues for the area as development continues. The effective functioning and appearance of 143rd Street and Amberly Road are important to the neighborhood. The streets are the neighborhood's connections to the larger community, and its most unifying features. Completion of cross-neighborhood

■ South
Waverly

collector streets, to link new subdivisions with 143rd Street and Amberly Road, and 145th Street will be a critical need for this area. In addition, the greenbelt along Ash Hollow Ditch should be extended south of Amberly Road, to create a unifying open space pattern to connect future housing areas to the city's outstanding community park.

The City of Waverly must ensure that future development plans accommodate growth while reinforcing the best existing traditions and development patterns of Waverly.



TABLE 5-4: Housing Conditions: South Waverly, 1993

Single-Family

| Condition Rating | Pre-War | % | Post-War | % | Post 1980 | % | Total | % |
|------------------|-----------|--------------|------------|--------------|-----------|------------|------------|-------------------------------------|
| Poor | 1 | 9.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.4 |
| Fair | 5 | 4.5 | 5 | 1.9 | 0 | 0.0 | 10 | 3.6 |
| Good | 5 | 4.5 | 28 | 10.6 | 0 | 0.0 | 33 | 12.0 |
| Excellent | 0 | 0.0 | 232 | 87.5 | 0 | 0.0 | 232 | 84.0 |
| Total | 11 | 100.0 | 265 | 100.0 | 0 | 0.0 | 276 | 100.0 |
| | | | | | | | | 47.7 % of city total |

Other Residential

| Condition Rating | 2-4 Family | % | Apartment Units | % |
|------------------|------------|----------------------------------|-----------------|------------|
| Poor | 0 | 0.0 | 0 | 0.0 |
| Fair | 0 | 0.0 | 0 | 0.0 |
| Good | 0 | 0.0 | 0 | 0.0 |
| Excellent | 4 | 100.0 | 0 | 0.0 |
| Total | 4 | 100.0 | 0 | 0.0 |
| | | 40% of city total | | |



■ Policies and Actions

• North Waverly

This section contains a program of strategies for each neighborhood planning district. The consideration of each neighborhood includes two sets of policies: those related to neighborhood development, and those concerned with public facility and park investments.

North Waverly

■ Neighborhood Policies and Actions

- Limit the expansion of urban residential, commercial or industrial development to those properties that well above the flood hazard elevation of Salt Creek. The city should establish a growth policy that clearly discourages development in the flood hazard area, and consciously limit any public investment in utility services to such an area.

- Establish a redevelopment area in the neighborhood east of 139th Street and south of the Mansfield Ditch. This would include designated areas for targeted residential conservation/rehabilitation of 20 units of single-family housing. In addition, the city should seek the demolition/removal of several substandard units along Woodstock Boulevard east of Downtown Waverly. Land use policy should be used to identify appropriate areas for redevelopment with multi-family construction. These areas are most appropriately designated east of 141st Street, on the north and northeast side of Downtown, as well as along the first block west of 141st Street between Mansfield Ditch and Jamestown Street.

- Identify through land use policy appropriate areas for small business and industrial expansion. These areas are most appropriately designated east of Downtown Waverly. In addition, with the completion of the proposed airport west of 134th and Oldfield Streets, some light industrial and street maintenance sites will be appropriate on the west side of 134th Street.

- Reconstruct and pave Woodstock Boulevard east of Downtown Waverly along the railroad right-of-way as an industrial collector street to connect to the intersection of 148th Street and East Cornhusker Highway (US 6). This link would provide an important link to an alternate railroad crossing, and assist in improving standards for access and property maintenance in this area. In addition, it will open additional land for industrial development. The new road would benefit

■ Policies and Actions

• North Waverly

North Waverly and South Waverly residents, since it would ease circulation patterns from Downtown, and direct industrial truck traffic and growth toward the highway.

- Improve landscaping and buffering between commercial and residential uses. Revise the zoning ordinance to increase commercial and industrial landscaping standards to provide a transition into the established landscape of the neighborhood. This is especially important in areas north of Downtown, where new housing is projected to occur.
- Improve landscaping along edges and at major entrances to the North Waverly neighborhood, especially along 141st and Oldfield Road.
- Repair and replace deteriorating, older segments of sidewalks on the west side of 139th Street, and along the east side of 140th Street between Kenilworth and Lancashire. Construct missing sidewalk links in the area north and east of Downtown, along Mansfield Street and Woodstock Boulevard.
- Repair pavement deterioration on several street segments including: Lancashire between 137th and 141st Streets, 137th Street between Jamestown and Lancashire Streets, and 138th and 139th Streets between Jamestown Kenilworth Streets.
- Improve streetscaping/landscaping along the collector streets of the neighborhood, including Jamestown and 141st Streets.

■ Public Facilities and Parks Policies

- Enhance the Mansfield Ditch greenway with a trail leading to Jaycees Park. To the east of the park, extend this greenbelt by constructing a Waverly Perimeter Recreational Trail to link Jaycees Park and Downtown Waverly to the proposed future residential areas in the North and East residential growth centers.
- Continue to improve and develop the facilities of Jaycees Park, which serves as a neighborhood park for this part of the city.
- Support the siting of major public facilities on land north of Downtown. Such facilities may include a future library or

■ **Policies and
Actions**

- North Waverly
- Midtown Waverly

community center. The corner of 142nd and Lancashire is a major civic corner, anchored on three corners by the bank, the post office and city hall. The city should encourage a civic use of the vacant, northeast corner of that intersection that reinforces this as the heart of Waverly's daily civic life.

Midtown Waverly

■ Neighborhood Policies and Actions

- Establish a long-range program aimed at an overall upgrade of the neighborhood's housing and infrastructure conditions. This program should include improved zoning and code enforcement, housing rehabilitation of more than 15 units throughout the neighborhood, and street and sidewalk rehabilitation.
- Encourage the expansion of urban residential and commercial development to those properties that lie east of 148th Street (Prairie Home Road). The city should establish a growth policy that encourage the future eastward extension of Jamestown Street to serve new development in this area.
- Identify through sound land use policy areas appropriate for small business and industrial development. These areas are most appropriately designated on the southeast corner of the intersection of US 6 and 148th Street (Prairie Home Road).
- Repair and replace deteriorating, older segments of sidewalks along streets in the eastern and western portion of the district, especially areas along Jamestown. Install missing sidewalk links along Heywood east of 146th Street, as well as along 144th Street between Jamestown and US 6.
- Repair pavement deterioration on a few remaining streets in the neighborhood which exhibit repair needs. These include 144th Street, between Heywood and US 6, Jamestown Street, and 142nd Street between Heywood and Ivanhoe Streets.
- Improve landscaping and buffering between commercial and residential uses, especially along the highway commercial corridor. Revise the zoning ordinance to increase

■ Policies and Actions

- Midtown Waverly
- South Waverly

commercial and industrial landscaping standards to provide a transition into the established landscape of the neighborhood.

- Improve streetscaping/landscaping along the collector streets of the neighborhood, including 141st Street and Heywood Street.
- Support efforts to retain the best features of the Jamestown Street character and replicate these qualities in new development areas east of 148th Street. Through the subdivision regulations, encourage new housing along the extension of Jamestown Street to provide generous and deep sidewalk setbacks, mature street trees, and deep building setbacks—all of which make this part of Jamestown a classic traditional "boulevard."

■ Public Facilities and Parks Policies

- Continue to improve the facilities of Wayne Park, which serves as a neighborhood park for the Midtown district.
- In conjunction with new residential development in the East Growth Center to the east of 148th Street (Prairie Home Road), the City should require the dedication of additional park space to serve this neighborhood's needs. A neighborhood park should be developed in conjunction with new residential growth east of 148th Street, preferably located along 148th Street for maximum accessibility and visibility.
- Construct a Waverly Perimeter Recreational Trail to link Jaycees Park to the East Growth Center along 148th Street.

South Waverly

■ Neighborhood Policies and Actions

- Continue to support platting activity and new development on vacant land located south of Amberly Road and east of 148th Street (Prairie Home Road). These areas are well-suited to residential expansion and require only incremental infrastructure improvements and utility extensions.
- Limit the expansion of urban residential development to

■ Policies and Actions

■ South Waverly

those properties that lie north of Interstate 80. The city should establish a growth policy that clearly discourages expensive and heroic utility extensions south of I-80 for residential properties. The city should consciously limit public investment in utility services to such an area.

- As development proceeds, complete the grid of cross-neighborhood collector streets to connect newly developing areas to the existing city. This includes the construction and extension of east-west links for Castlewood and Folkestone Streets, as well north-south links for 143rd and 145th Streets.

- Repair several sidewalk segments, including segments along 143rd and 147th Streets, and along Oak Lane. Also repair instances of cracking and separation near sidewalk curb ramps in the district.

- Repair pavement deterioration on 142nd, 143rd, Guilford and Danvers Streets, as well as Castlewood Street east of 145th Street.

- Improve landscaping along edges and at major entrances to the South Waverly neighborhood, especially along 143rd Street, Folkestone and Castlewood Streets. As new streets are extended south of Amberly Road and east of 148th Street, these new entrances should be landscaped in a complementary manner, unifying the neighborhood.

- Improve streetscaping/landscaping along the collector streets of the neighborhood, including 143rd Street.

- Begin streetscape, paving and shoulder improvements along 148th Street and Amberly Road, near the proposed streets extensions to the east and south. In these locations, the city and county must make the cross-sections of 148th Street and Amberly Road appear less like a country highway, and more like a pedestrian-friendly, in-city neighborhood street.

■ Public Facilities and Parks Policies

- The City of Waverly should require future developments to extend the greenbelt along Ash Hollow Ditch to the south of Amberly Road, in order to create a unifying open space pattern to connect future housing areas to the city's outstanding community park.

■ Policies and
Actions

• South Waverly

- Continue to improve the facilities of Wayne Park, which serves as a neighborhood park for the South Waverly district.
- Enhance and upgrade the appearance and landscaping along Amberly Road and Prairie Home Road as a grand promenade. Community efforts may include floral displays, tree plantings, monuments, special lighting, community signs, and similar improvements.
- Continue the existing system of mid-block pedestrian routes through the new housing areas proposed in the South and East Growth Centers, connecting various activity centers further complements accessibility to local parks.
- Begin the planning and design work to develop a new open space and park feature on the southeast and northeast corner of Heywood Street (Bluff Road) and 148th Street. Link this new park to the community by completing street, sidewalk and trails connections.
- As residential growth occurs east of 148th Street, acquire and develop a new neighborhood greenbelt park in far Southeast Waverly. The park should extend between the future extensions of Heywood Street and Castlewood Street, and link new housing areas to the recreation facilities of the schools via a neighborhood bikeway trail. This trail should extend west to connect with Wayne Park.
- Extend the Waverly Perimeter Recreational Trail to link the East Growth Center to Jaycees Park to the north, along 148th Street.

- *Jamestown Street in Midtown Waverly.*



- *Midtown residential street.*



■ North Waverly

- 1 • Residential Growth Area to Extend to Areas Not Affected by the Salt Creek Floodplain/Floodway
- 2 • Street Extensions to Open New Sites for Residential Growth
- 3 • Residential Rehabilitation Area
- 4 • Encourage Construction of Community Facilities Adjacent to Downtown, including Possible Library or Community Center.
- 5 • Enhance Landscape Buffering between Industrial and Residential Areas
- 6 • Reconstruct and Pave Woodstock Boulevard
- 7 • Encourage New Multi-Family Housing
- 8 • Encourage Appropriate Small Business and Industrial Expansion
- 9 • Minor Street and Sidewalk Repairs
- 10 • Improve Neighborhood Entrances
- 11 • Relocate Road Maintenance Yard Industrial Uses to New Airport Site
- 12 • Enhance Sharp/ Jaycee Parks
- 13 • Construct Perimeter Recreation Trails Link to High School and Wayne Park
- 14 • Transform Appearance of 141st Street from Country Road to City Boulevard

■ Midtown Waverly

- 1 • Residential Rehabilitation Area
- 2 • Street and Sidewalk Improvement Area
- 3 • "Green Streets" Enhancement of 141st Street and Heywood Street
- 4 • Enhance Wayne Park
- 5 • Future Neighborhood Park East of 148th Street
- 6 • Eastward Extension of Jamestown Street
- 7 • Complete Network of Cross-Neighborhood Collector Streets
- 8 • Promote Continuity of Traditional Setbacks and Character on Jamestown
- 9 • Encourage Business and Industrial Development Southeast of 148th Street and US 6
- 10 • Improve Landscaped Buffering between Residential Areas and the Industrial/ Commercial Uses Along US 6
- 11 • Improve Landscaping at Neighborhood Entrances
- 12 • Construct Perimeter Recreation Trail Link to Jaycee Park
- 13 • Transform Appearance of Bluff Road near 148th Street from Country Road to City Boulevard

■ South Waverly

- 1 • Residential Growth Area to Extend to Areas North of I-80 and East of 148th Street
- 2 • Complete Network of Cross-Neighborhood Collector Streets
- 3 • Street and Sidewalk Improvements
- 4 • Improve Neighborhood Entrances
- 5 • Enhance Landscape Buffering between Commercial and Residential Areas
- 6 • Enhance Wayne Park; Extend Ash Hollow Ditch Greenbelt to Areas South of Amberly
- 7 • Future New Neighborhood Park along Ash Hollow Ditch south of Amberly Road; and in Area East of 148th Street
- 8 • Continue to Build Mid-Block Pedestrian Routes Through New Housing Areas
- 9 • Construct Perimeter Recreation Trail to Link Jaycee and Wayne Parks to New Residential Growth Areas
- 10 • Improved Neighborhood Entrances
- 11 • Support Expansion of High School /Civic Uses near 148th and Heywood Streets
- 12 • Transform Appearance of 148th Street and Amberly Road from Country Road to City Boulevard

A City of Strong Neighborhoods: Summary Map

